The Hongkong Telegraph.

No. 2213. THURSDAY, APRIL 18, 1889. SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL ..... 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER, Manager.
10] HONGKONG BRANCH.

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager
Hongkong, 1st January 1889. [9

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 4,300,000.
RESERVE LIABILITY OF PROPRIETORS ..... 7,500,000.

COURT OF DIRECTORS:—
CHAIRMAN—W. H. FORBES, Esq.
DEPUTY CHAIRMAN—H. L. DALRYMPLE, Esq.

Hon. J. BELL-IRVING.	S.C. MICHAELSEN, Esq.
W. G. BRODIE, Esq.	J. S. MOSES, Esq.
T. E. DAVIES, Esq.	L. POESNECKER, Esq.
J. F. HOLLIDAY, Esq.	N. A. SIEBS, Esq.
Hon. B. LAYTON.	E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—G. E. NOBLE, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.
ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
G. E. NOBLE,
Chief Manager.
Hongkong, 8th March, 1889. [8

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1888. [24

Intimations.

KELLY & WALSH, LD.

RECENT WORKS RELATING TO CHINA AND JAPAN.

REIN'S INDUSTRIES of JAPAN.
Dyer Ball's How to Speak Cantonese.
Dyer Ball's How to write Cantonese.
Dyer Ball's Cantonese made easy.
Dyer Ball's How to write the Radicals.
Dyer Ball's Easy sentences in Cantonese.
Dyer Ball's English and Chinese Vocabulary.
Giles' Chinese without a teacher.
Giles' Chuang Tse-Taoist Philosopher.
Carle's Life in Corea.
Howarth's History of the Mongol.
Little's Through the Yangtse Gorges.
James' Manchuria.
Boulger's History of China, 3 vols.
Mrs. Gordon Cumming's Wanderings in China.
The Curse of Koshin by Hon. Lewis Winfield.
William's Middle Kingdom, 2 vols.
Giles' Strange Stones from a Chinese Studio.
Balfan's Notes from my Chinese Scrap Book.
Ng Shan's Book of Chinese Games of Chance.
Oxenham's Historial Atlas of China.
Beal's Life of Hiuen Tsiang.
Dragon, Image, and Demon or the Three Religions of China, by H. C. du Bose.
Dr. Eitel's Three Lectures on Buddhism.
Dr. Eitel's Hand Book of China Buddhism, being a Sanskrit-Chinese Dictionary with vocabularies of Buddhist-Terms.
Hepburn's New Japanese Dictionary.
Japanese Stories for Children with native illustrations.
Collection of Japanese Koko Music.
Hughes' Among the Sons of Han.
Colquhoun's Across Chryse.
Colquhoun's Among the Shans.
Colquhoun's The Opening of China.
Brereton's Truth about Opium.
General Mesny's Tonquin.
Colquhoun's Truth about Tonquin.
Parker's Chinese account of the Opium War.
Wade's Tzu Eh-chi, New Ed.

Steven's Around the World on a Bicycle, (the chapters relating to China and Japan are very interesting.)

Agents for the Publications of the Imperial Chinese Maritime Customs.
Hongkong, 16th March, 1889. [7

THE

HALL & HOLTZ C. CO., LIMITED.

ARTISTIC DECORATORS, AND FURNITURE MANUFACTURERS.

—(o)—

OUR Mr. W. S. MARTEN, the Manager of the CABINET and DECORATING DEPARTMENT of SHANGHAI, is now in HONGKONG.

ESTIMATES and DRAWINGS for FURNITURE and DECORATIONS FREE.

NEW DESIGNS in INEXPENSIVE ART FURNITURE.

OUR NEW and EXTENSIVE SHOW ROOMS now open for Inspection.

THE HALL & HOLTZ CO-OPERATIVE COMPANY LTD

Hongkong, 17th April, 1889. [26

FOR SALE,
NEW MUSIC.
NEW SONGS,
BY
MATTEI, GOUNOD, STEPHEN ADAMS, DENYN, MOLLOY, and DIETL.
NEW PIANO SOLOS,
PLANQUETTE'S NEW COMIC OPERA "PAUL JONES."
Also,
A LARGE SUPPLY OF ALL THE SONGS IN THE LATEST GAIETY BURLESQUE OPERA "FAUST UP TO DATE."
LAZARUS & MORRIS, LTD.
Hongkong, 3rd April, 1889. [28

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENTLEMEN'S OUTFITTERS.

HAVE RECEIVED THEIR SECOND DELIVERY
OF
WINTER COATINGS TWEED, and DRESS SUITING, TROUSERINGS and ULSTER TWEEDS.
A very stylish selection.
OUR OUTFITTING STOCK IS ALSO COMPLETE IN SEASONABLE GOODS.
QUEEN'S ROAD (Opposite HONGKONG HOTEL.)
Hongkong, 14th January, 1889. [88

W. POWELL & CO.

EX "GLENSHIELS."

LADIES', GENTLEMEN'S AND CHILDREN'S
BOOTS AND SHOES.

Victoria Exchange, Hongkong, 11th April, 1889. [6

A. HAHN,

PIANO TUNER AND REPAIRER.
ON HIRE PIANOS FOR SALE
Address: c/o HONGKONG HOTEL or No. 85, CAINE ROAD.
Hongkong, 24th December, 1888. [37

W. BREWER.

NEW FRENCH BOOKS.

OHNET—Le Docteur Rameau.
Volonté.
Zola—Le Rêve.
Chinequy—Le Prêtre, La Femme et le Confessionnal.
—Marie Fougère.
Bourier—Les Seins de Marbre.
Theuriet—L'Amoureux de la Prefète.
Rachilde—La Marquise de Sade.
Salis—Contes du Chat Noir.
Daudet—L'Immortel.
Bourier—La Belle Olga.

AND MANY OTHER NEW GOODS.

Ager's Telegraph Codes.
Parisienne Leather and Fancy Goods consisting of Card Cases, Pocket Books, Cigar and Cigarette Cases, Purses, Work Bags, Perfumed Glove and Handkerchief Sets, Fans, Blotting Cases, Lamp Shades, Scent Dressing Cases, Toilet Sets, Workboxes, Hand Glasses, &c., and New Pianos by Broadwood, Collard and Collard, and Kirkman; on very reasonable terms. Organs by Mason and Hamlin, and Cornish Ditto.
Large stock of New Tennis Shoes.
Hongkong, 15th April, 1889. [109

Notices of Firms.

NOTICE.

I HAVE This Day established myself as BILL and BULLION BROKER.
GUSTAV VON WILLE.
Hongkong, 17th April, 1889. [480

NOTICE.

DURING my absence Mr. JAMES STEPHEN will act as General Manager of CRUICKSHANK & Co., LTD.
WM CRUICKSHANK,
General Manager.
Hongkong, 16th April, 1889. [475

NOTICE.

WE have this day opened a Branch of our establishment at Hongkong in the HONG of SWEE CHEANG ENG, No. 84, Bonham Strand West, under the Management of Mr. ONG YEW TIN, who will sign for the Firm.
MALCAMPO & Co.
Amoy, 16th March, 1889. [365

NOTICE.

WE have this day admitted Mr. REUBEN GUBBAY a PARTNER in our Firm.
BENJAMIN & DANBY.
Hongkong, 1st April, 1889. [404

AUSTIN ARMS HOTEL AND BUILDING COMPANY, LIMITED.

DURING the Temporary Absence of Mr. JOHN ANDREW from the Colony Mr. JOHN WILLMOTT has been appointed ACTING SECRETARY to the Company.
J. D. HUMPHREYS,
Chairman.
Hongkong, 12th April, 1889. [453

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

CONSIGNEES of CARGO per Steamship "BELGIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
CHS. D. HARMAN,
Agent.
Hongkong, 17th April, 1889 [1

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of Cargo per Steamship "CITY OF NEW YORK" are hereby notified that their goods are being landed and stored at their risk in the Company's Godowns at Wanchai, from whence delivery may be obtained, on Countersignature of Bills of Lading.
Goods remaining unclaimed after the 20th instant, will be subject to rent. No Fire Insurance is effected.
CHAS. D. HARMAN,
Agent.
Hongkong, 13th April, 1889. [2

Shipping.

STEAMERS.

STEAM TO STRAITS AND BOMBAY, Calling at COLOMBO if sufficient inducement offers.

THE P. & O. S. N. Co.'s Steamship
"DECCAN"
will leave for the above places at NOON on SATURDAY, 20th inst., instead of as previously advertised.
E. L. WOODIN,
Superintendent.
Hongkong, 17th April, 1889. [455

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship
"VERONA"
will leave for the above places on TUESDAY, 23rd April, at NOON.
E. L. WOODIN,
Superintendent.
Hongkong, 17th April, 1889 [3

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE AND ADELAIDE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"CATTERTHUN,"
Captain Darke, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 4 P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 12th April, 1889. [449

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"NINGCHOW,"
W. Durdin, Commander, will be despatched as above on or about the 25th instant.
For Freight, etc., apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 12th April, 1889. [448

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer
"AFGHAN,"
Captain Golding, will be despatched as above with quick despatch.
Fare to Sydney or Melbourne $150.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 13th April, 1889. [370

Shipping.

SAILING VESSELS.

FOR SAN FRANCISCO.

THE A. I. American Ship
"CONQUEROR,"
Frost, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to,
PUSTAU & Co.
Hongkong, 17th April, 1889. [479

FOR NEW YORK.

THE 3/3 A. I. I. American Bark
"TEWKSBURY L. SWEAT,"
Gooding, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 10th April, 1889 [440

FOR NEW YORK.

THE 3/3 A. I. I. American Ship
"AGENOR,"
Lothrop, Master, shortly expected, will load here for the above Port, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 10th April, 1889. [441

FOR LONDON AND HAMBURG.

THE 3/3 L. I. I. German Bark
"PAPA,"
Henne, Master, shortly expected, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 10th April, 1889. [439

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 2nd May, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 16th April, 1889. [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 8th day of May, 1889, at 4 P.M., the Company's Steamship "BAYERN," Capt. J. Mergell, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m. Specie and Parcels until 10 a.m., on the 8th of May, 1889. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 15th April, 1889. [4

Mails.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MALTA, GIBRALTAR, MARSEILLES, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "NIZAM," Captain T. F. Creery, with Her Majesty's Mails, will be despatched from this for LONDON, VIA BOMBAY and SUEZ CANAL, on WEDNESDAY, the 24th inst., at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed viâ Bombay without transhipment, arriving one week later than by the ordinary direct route viâ Colombo.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

This Steamer takes Cargo and Passengers for Marseilles.
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 12th April, 1889 [2

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"BELGIC"
will be despatched for San Francisco, *viâ* Yokohama and Honolulu, on WEDNESDAY, the 24th inst., at 1 P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....$200.00
To San Francisco and return, available for 6 months..... 350.00
To Liverpool..... 325.00
To London..... 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent
Hongkong, 9th April, 1889. [2

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"BATAVIA"
2,553 Tons Register, Auld, Commander, will be despatched for VANCOUVER, B.C., *viâ* NAGASAKI, KOBE and YOKOHAMA, (passing through the INLAND SEA) on THURSDAY, the 25th April, at NOON.

To be followed by the S. S. "PORT AUGUSTA" on the 9th May and S. S. "PARTHIA" on the 23rd May

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.)$160.00
To all Common Points in Canada and the United States..... 230.00
To Liverpool..... 300.00
To London..... 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 24th April.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 11th April, 1889. [35

Intimations.

DAKIN BROTHERS,

DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS

QUEEN'S ROAD.

DAKIN BROTHERS'

LIME FRUIT CORDIAL.

THIS is a preparation of the best and purest Lime Juice, and it makes a most delicious, cooling beverage entirely free from alcohol. It may be taken either by children or adults as the most wholesome and grateful drink for all seasons.

Sold in Quart Bottles.

(Telephone No. 60.)

Hongkong, 1st April, 1889. [31

A. S. WATSON & CO., LTD.,

Established A.D. 1841.

WATSON'S

PATENT DESSICATING OR DRYING

BOTTLES.

A. S. W. & Co. beg to call attention to their new PATENT DRYING BOTTLES which have been specially designed and manufactured for them.

By the use of these bottles, CIGARS as well as ALL GOODS which are susceptible to the destroying influences of moisture can be kept in good and perfect condition.

Whenever or wherever the atmosphere is surcharged with moisture these bottles will be found invaluable.

THE HONGKONG DISPENSARY.

Hongkong, 4th April, 1889. [5

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers, not, necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscripions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1.

TO SUBSCRIBERS.

Subscribers to *The Hongkong Telegraph* are respectfully reminded that all *Subscriptions are payable in advance.*

BIRTH.

On the 18th April, at No. 1, St. John's place, Hongkong, Mrs. DE BOVIS, of a Daughter. [484

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 18, 1889.

IT is not altogether an easy task to ascertain what the *Daily Press* understands by a Hongkong Association, which it suggests should be formed in London either as a separate body or in connection with the China Association which it was proposed to establish at the "Inaugural China Dinner" which took place at the Thatched House Club on the 4th ulto. In advocating this new departure our contemporary attempts to show the advantages likely to accrue to this colony from such an Association, but when we come to analyse the proposed scope and field of action, we find inconsistencies and incongruities multiplying themselves at such a rate that it becomes difficult to find out the real aim of such an institution, and what or whom it is calculated to represent. The first task imposed by the *Daily Press* on the Hongkong Association would be to settle the "many questions of Colonial importance" which may occasionally crop up, such, for instance, as the *Public Health Act*, and the demand for more direct popular control over the administration of the municipal affairs of the Colony. It strikes us that if the Association bears no official character,—and it may be safely taken for granted that it will never bear one—, its influence as an active factor in the solution and settlement of Colonial questions will not be of much avail. What consideration could the Foreign Office be reasonably expected to give to a hybrid agency claiming to be informally representative of the Colony's interests, but directly representing their own individual affairs, we are quite unable to see, but are strongly inclined to believe that the colony will not benefit a jot by entrusting its most important affairs to a body of men who are placed thousands of miles away from their supposed constituents. An Association of the kind suggested by our contemporary would not be invested with any other power beyond that of expressing or transmitting colonial public opinion to the authorities; but this task can be very much more effectively performed through the Legislative Council and the public newspapers. Whilst the Association might be made the vehicle of the feelings and interests of particular sections of the community, and would consequently lose in partiality and subservience to private interests what it may gain in preponderance as an alleged representative body, the free and independent Press discharges its functions regardless of all clique and class privileges. It is certainly safer to steer by these independent organs of public opinion, published on the spot, than to follow any body of men on the other side of the world, chosen to represent a particular section of the community. A Hongkong Association tampering with the official relations that exist between the Governor and the Colonial Office will be as short-lived as the notion of its formation is short-sighted. No Governor could ever submit to such an abnormal deliberative body as suggested by our contemporary. Local matters are best managed and settled locally. If our Legislative Council is saddled with an official majority, if that official majority is really and seriously prejudicial to the colony—and we think there can be no doubt on that point—we are at liberty to call mass meetings to protest against official intolerance, and even to defend our interests with Her Majesty's Government, without the intervention of any body or association. We have already a fairly efficient and active Chamber of Commerce, capable and willing to look after the commercial interests of the port. To improve upon that institution, by endeavouring to obtain for the rate-payers the privileges of a Municipal Chamber, where their local affairs could be managed and directed, should be the aim of all advocates of practical reform. With the Chamber of Commerce to look after the trade of the colony, a Council to direct its municipal business, and an increased unofficial representation in the Legislative Council, elected by popular vote, to watch over our Imperial and general interests, we should have no need for such new-fangled nonsense as this proposed Mutual Admiration Association in London.

LOCAL AND GENERAL.

TO-MORROW being Good Friday and a public holiday, there will be no issue of the *Hongkong Telegraph.*

IT appears that English is the language of trade and social intercourse in Samoa.

ON Good Friday there will be Divine Service in St. Peter's Seamen's Church at 11 a.m. and 8 p.m.

THE *Phuquoc* has been patched up by the contractor who salved her, and was docked at Canton two days ago.

A HIGH STREET opium divan keeper was fined $100 this morning by Mr. Wodehouse for dispensing smuggled opium. Another was fined $25 for a similar offence.

THERE is a cradle in New York that has rocked over 19,000 babies. It began to rock nineteen years ago when the Sisters of Charity started a little foundling hospital on Twelfth street, with $5 in the treasury.

BY kind permission of Major Vernon Chater and Officers of the 1st Argyle and Sutherland Highlanders, the Band of the Regiment will play during the forthcoming competitions of the Rifle Association at Kowloon on Saturday afternoon.

THE Sessions were formally opened this morning, and immediately adjourned, the farce of calling on Oyez and the rest of the public to attend, and in the same breath telling them to come again on Tuesday, being very successfully gone through by Bailiff Howell.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Parthia* left Vancouver for Japan, &c., on the afternoon of the 16th inst., and the steamship *Batavia* left Shanghai for this port at 11 a.m. yesterday.

THAT the United States must still fight against the slave trade is evidenced in the reports of Consuls in Madagascar that slave stealing is carried on by vessels flying the American flag. A San Francisco paper says that there are no more American vessels than are the Arab craft which hoist the French tricolor.

AT the Harbour Office yesterday Commander Rumsey had before him four Scotch and Irish firemen from the *Afghan* charged with refusing to perform their duty. Captain Golding stated they got drunk and refused to do any work. They were committed for fourteen days. A fifth was brought up on a warrant to-day and similarly dealt with.

WHY should a girl remain ugly? asks a contemporary. There are exercises and systems for filling out her cheeks, neck and bust, developing her limbs and forming her nose. The experts will straighten her eyes and fix her teeth. What nature has not done for her hair, eyebrows and complexion can be supplied by art. The plain girl may not find it in her power to become a thing of beauty, but she can come very near it.

"As I stood talking outside the Athenæum the other day," writes a humorist, "I saw a bishop—a humble suffragan—drive up in a hansom, and bid the (unpaid) cabman wait while he went into the club. A minute or two later out came a real bishop, who gullelessly got into the waiting hansom, and being mistaken by the cabman for his original fare was straightway driven off. Then issued the suffragan, whose inquiries for his cab led to his being informed by a second cabman that it had been taken 'by another gent in leggin's.' Piqued at this ribald allusion to the episcopal garb, the suffragan turned on his heel. But, as he replaced his purse in his pocket, I marked the frown pass into a smile of resignation as he realised how the wind was tempered to the shorn lamb."

THE profits of Paris *Figaro* for 1888 amounted to £88,865.

THE greatest known depth of the ocean is midway between the island of Tristan d'Acunha and the mouth of the Rio de la Plata. The bottom was there reached at a depth of 40,236 feet, or eight and three-fourths miles.

A DRUNKEN German sailor named Brandenburg was arrested by Detective Sergeant Mann last night just as he was going into the Grand Hotel with an open knife in his hand, for the purpose of attacking some one with whom he had quarrelled. He was fined $10 this morning.

A POPULAR local paper in Madrid is published without a chief editor, in fact without any editing. Its staff is composed of twelve smart reporters, who during the day collect news in every part of the city, and throw their manuscripts into a box, which the boss compositor empties whenever he finds enough copy to fill a sheet. The articles are proof-read by him, and the sheet is printed and published once, twice or thrice a day, according to supply of matter. It is a "newspaper" in the strictest sense of the word—there is no editorial comment of any kind; all depends upon the cleverness of the reporters.

THE model woman, according to a wit, who has evidently made a study of the female form divine, should be gifted with the following thirty good points: "She should have three things white, the skin, teeth and hands; three black, eyes, eyelashes and eyebrows; three rosy, the lips, the cheeks and the finger-nails; three long, the waist, hair and hands; three short, teeth, ears and tongue; three broad, forehead, shoulders and intelligence; three small, waist, mouth and instep; three finely formed, the nose, head and feet; three artistically shaped, fingers, upper lip, and chin; three beautifully developed, the arms, the limbs and the dowry!" Nothing is said about temper, although that is essentially a necessary point in a perfect woman.

THE *Straits Times* bears "of two private deals in Jelebus at $15. The purchasers were Asiatics, and the sale in one case was 'all that is alloted' and in the other 100 shares." The same journal says that a loan of $80,000 "is likely to be made by the Straits Government to the State of Jelebu for the purpose of building roads and the like." All this is indeed very funny—so funny that it would be interesting to know who supplied our Singapore contemporary with such extraordinary information. If the shares of the Jelebus Company are in such request at Singapore, at the sensational rate of $15, why is it that hundreds of shares have been sent from that port to be sold in this colony at $7? And again, what is intended by reporting that the Straits Government is likely to lend $80,000—details are conveniently omitted—to build roads in Jelebu? We are afraid that only one conclusion can be reasonably arrived at, and that is too patent to require any further explanation.

A "COLLISION APRON" is an invention of Mr. James Holmes, once a ship builder at Auckland, but now a resident of Victoria. The trial which has been made of the apron has drawn from the secretary of the Victorian Marine Board a letter stating that the members were favourably impressed with the apparent efficiency of the invention, as demonstrated by the experiment which they witnessed, and the opinion is expressed that if equally satisfactory results are obtained in actual emergency, the apparatus would form a valuable adjunct to the equipment of every vessel. The "collision apron" so called, consists of a double sheet of canvas of a suitable size with transverse battens of wood from 6in. to 9in. apart stitched in between the two webs of a canvas. This apron is supposed to be kept rolled in a convenient place on the deck of a vessel, and in the event of rent being made in the side of the vessel below water-mark it is brought to the side in the vicinity of the leak, and while one end of the apron is attached to the bulwarks, the rolled-up portion is lowered into the water. The apron, of course, gradually unrolls itself, and when it reaches the hole in the vessel's side the inflow of water into the vessel causes it to unroll with the greatest rapidity, until the whole of the rent is covered. The pressure of water against the vessel keeps the apron in position, but as an extra precaution it can be secured until the rent is repaired.

THE opening performance at the City Hall last night by the Tamkichi troupe of Japanese equilibrists, &c., was very well attended indeed, and was highly successful. Owing to the nature of many of the tricks, such as the bamboo balancing, a temporary stage had to be erected in the orchestra, so that everything was plainly visible. A small band of native musicians, whose instruments consisted of seventeen drums, a pair of bagpipes, and a cat with a powerful voice, played behind the scenes, reminding one strongly of an expensive Chinese funeral procession. The tricks—nine in number—were in most cases novel, and in all cleverly performed. Three rope-walkers opened the proceedings with an exhibition up in the dome, and it made one rather nervous to note that a specially rocky place had been prepared underneath in case they fell. But there was little danger of that; they seemed all nerve and toes. The balancing of tubs, bamboos, piles of boys, &c., on the feet, formed the basis of the next few tricks, and the first part of the programme closed with a daring series of feats on two cross-ropes fastened to a lofty and frail-looking scaffolding, in which the principal artiste hung downwards and caught a little boy as he leapt out into space. Every item was loudly applauded. The audience seemed very well pleased at being privileged to smoke, but the absence of a buffet was less appreciated. To-night an entirely new programme will be offered, with the exception of the Flying Leap, which will be repeated. The success of the Company may possibly induce the troupe to prolong their stay.

GIRLS.

A lovely girl—Ella Gant.
A fighting girl—Hittie Magin.
A wayward girl—Hettie Rodoxy.
A sweet girl—Carrie Mel.
A good girl to possess—Sal Vation.
An oft-mentioned girl—Helen Blazes.
A charming girl—Jennie Rosity.
A sick girl—Sallie Vate.
A smooth girl—Amelia Ration.
A seedy girl—Cora Ander.
A clear case of girl—E. Lucy Date.
A geometrical girl—Rhoda Dendron.
A musical girl—Sarah Nade.
A profound girl—Meta Physics.
A star girl—Meta Oric.
A clinging girl—Jessie Mine.
A nervous girl—Hester Ical.
A muscular girl—Callie Sthenics.
A lively girl—Annie Mation.
An uncertain girl—Eva Nescent.
A sad girl—Ella G.
A serene girl—Mollie Fy.
A warlike girl—Millie Terry.
A very large girl—Ella Phant.
A wealthy girl—El Dorado.
A talkative girl—Ella Cution.
An historical girl—JennieOlogy.
A sailor girl—Mary Ner.
An actress—Marie Onette.
A Bible girl—Jennie Sis.
A high-minded girl—Ella Vate.
A botanical girl—Mary Gold.
A beautiful girl—Ola Ander.
A threatening girl—Minnie Tory.

—Toledo Blade.

WE learn that Mr. W. H. Percival, the popular local agent of the North China Insurance Company, will leave here next week to take charge of the head office in Shanghai. Mr. Gray, from Singapore, will succeed Mr. Percival in this colony.

UNDER the heading "Polygamy at Washington" we find the following in an American contemporary:—The wives of Ye Sang Jay, second Secretary, and Kong Sin He, attaché of the Corean Legation at Washington, have arrived, and are the objects of much well-bred curiosity in social circles of the National Capital. They are the first Corean ladies to visit this country. The first reception at the legation was given the other day, and the appearance of the *petites*, comely and amiable oriental dames is thus described: The two ladies, who were in height perhaps four feet six and four feet seven respectively, were very short, high-necked bodies with long, full sleeves, the one of light-blue satin, the other of flame-colored satin. The first had a dark-blue silken skirt, the other a skirt of mahogany-colored brocade. Both skirts were sewed into broad white silk bands which formed the full dress belts of their costume. Their skirts reached nearly to the floor, and tiny, slippered feet peeped out from beneath them. They were guiltless of bustles. Each wore on her bosom a modest corsage bouquet, and their satiny pale brown faces were framed in shining bands of jet black hair, dressed in low knots upon their necks and pierced with thick gold pins. The one is twenty-four years of age, the other nineteen. Neither one looks more than sixteen, but there is a sweet, appealing expression in their shy womanly faces that makes a motherly woman want to call them "my dears" and take them to her heart at once. Under the tuition of their faithful companion and teacher, Miss Ball, the ladies have already acquired some twenty conversational phrases and their oft-repeated "very happy to see you to-day" was a colloquial success. Each of them, especially the younger, whose given name is "Son," has suffered more or less ill-health in becoming acclimated, and the strain upon their strength at the reception in these new and bewildering circumstances must have been great, but it was not apparent.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before Mr. Justice Clarke.)

FENWICK & Co. *v.* MARTY AND D'ABDADIE.

Mr. Francis, instructed by Mr. Wilson, for the plaintiffs; the Acting Attorney-General, instructed by Mr. Stokes for the defendants.

His Lordship delivered judgment in this case. Much of what he said was inaudible, but the following is the substance of his decision:—The plaintiffs' claim is $151,750. The defendants entered into a contract to purchase two steamers from the plaintiffs for $70,000, of which $48,000 was paid. By a supplementary agreement afterwards entered into there was a deduction of $7,300 from the price, making the amount credited $55,700, and reducing the claim to $14,700. A claim for $375, salary paid to Mr. Rebbeck, plaintiffs' engineer, whilst at Haiphong, was originally added, but afterwards withdrawn, leaving only a matter of $183, charged for a re-survey of the course of the trial trip. The defence set up was by way of a set-off or counterclaim, but there was also a sum of $6,200 which had been admitted, and paid into Court. The items of the set-off consisted of penalties under the supplementary agreement, expenses incurred whilst the launch a were at Haiphong, &c., which reduced the defendants' claim to $6,253, which sum they paid into Court. There were two contracts—the first dated October 1886, by which the purchase of the launches *Cerf* and *Licorne* was agreed upon, the plaintiffs undertaking to deliver them in Hongkong by a certain date. They found themselves unable to do so, and the second or supplementary agreement was therefore entered into on the 5th August 1887. Before dealing with that contract his Lordship intimated that he found, as a fact, that the steamers were delivered in Hongkong in the first instance in good order and condition, in accordance with the provisions of the agreement; that they were in such good order in the first place here, and also, in the second place, on their arrival in Haiphong. There was a dispute about a small amount besides this, but that did not affect his finding. The supplementary contract provided for the launches attaining a certain speed to the satisfaction of the French authorities, and at Hongkong and after their arrival at Haiphong trials were made, the latter in the presence of the French Commissioners, on different days, and with unsatisfactory results. This, he was of opinion, was owing to a mistake made in the measurement of the base, which mistake was not rectified until October. In the meantime both launches had been injured by bad weather, prevalent at the season, and they were not accepted by the defendants until the 12th and 22nd October respectively. The principal matter with which, he had to deal was that of demurrage—$6,200, being sixty-two days, or two months, at $100 a day—and although it was not precisely shown from what date to what date the defendants reckoned the demurrage it was clear that they took it from the 19th August—the day the last steamer was ready, to the 12th October, when the first of them was accepted, as the dates including the period for which they claimed demurrage. He then read the section of the supplementary agreement, by which the plaintiffs bound themselves to hand over one steamer at once (5th August), and the next on the 12th, under a penalty of $50 each per day for non fulfilment. That furnished the precise date and also helped to construe the agreement, in which the varied use of the word "deliver" had created some difficulty. The first sub-section provided that they should be delivered at Hongkong. The next sub-section went on to provide that the speed guaranteed by the plaintiffs should be attained "to the satisfaction of the French Government." The defendants suggested that under that sub-section delivery could not be complete until that condition had been complied with, but if effect was to be given in subsection 4 it was quite impossible that such an interpretation could be accepted. If Section 4 meant anything it meant that the steamers were to be delivered on the 5th and 12th August respectively, and it was clear that the trial of either could not have been made until some time afterwards. If it provided for something to be done some time after delivery it could not have been a condition to precede delivery. They knew that the trials did not take place until sometime afterwards, and he altogether failed to see if the contract was fulfilled as regarded their being ready on the 5th and 12th August, how anything that could happen on the 13th and 18th could make the contract bad. It was his duty to find an interpretation that would apply to all the clauses, and he did not see that the interpretation put forward by the defendants did so. Delivery at Haiphong he took to merely mean a second delivery, after the first transfer, and the condition as to their attaining a speed approved of by the French authorities was simply a warranty. He therefore found that in the first instance the delivery was under section 4—that disposed of the defendants' claim for the penalties provided by the contract, which therefore fell to the ground. With regard to the second part—the expenses in Haiphong—he had gathered from the correspondence that they included the expenses of the voyage.—He found the position of the parties to be this—there was a condition which the plaintiffs undertook to fulfil, namely that the French Commissioners should be satisfied with the speed of the vessels—it was not a contract that a certain speed should be attained, but that the authorities should be satisfied with it. In agreeing to that he thought the defendants became in some degree responsible for any delay that might arise, their position being that they might either keep the vessels or return them, and they did return them, provisionally. In their letters they said they were dissatisfied with the work. He therefore found that $1,486 must be set off against the claim, this view being strengthened by the fact that in one letter the plaintiffs referred to that amount as a liability they had incurred. There only remained then the question of $183, and as that was a voluntary payment by the plaintiff in order to put himself into a position to fulfil his contract it must be a charge on him and not on the defendants.

He therefore gave judgment for the plaintiffs less the deductions of $829, $1,486, and $6,200, which, deducted from the $14,700 claimed, left $6,050, for which judgment would be given with costs. With regard to the defendants' claim it would be dismissed with costs.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. There were present: His Excellency the Governor (Sir William des Vœux); the Colonial Secretary, (Dr. F. Stewart); Mr. A. J. Leach, Acting Attorney-General; Mr. H. E. Wodehouse, Colonial Treasurer; Mr. N. G. Mitchell-Innes, Acting Registrar-General; Messrs. J. J. Keswick, C. P. Chater, P. Ryrie, Wong Shing, B. Layton, and Mr. Seth, Clerk of Councils.

NEW MEMBER.

Mr. J. J. Keswick was sworn a member of the Council, and took his seat.

The minutes of the previous meeting were read and confirmed.

VOTES.

The following votes were refered to the Finance Committee:—$600, addition to the salary of the Director of the Observatory, $250 for a verandah to the quarters of the first clerk at the Magistracy.

REPORT.

The Colonial Secretary laid on the table the report of the Superintendent of the Gaol for 1888.

THE SUNDAY LABOUR QUESTION.

His Excellency:—Before proceeding with the next business I desire to refer to a subject of some importance. During the last year I have had a number of petitions from various quarters praying for some measure by which there could be brought about a cessation of Sunday labour in the Harbour. Having a great deal of sympathy with those who desire relief in this matter, and being anxious to afford that relief to the extent of my ability, I have given the subject very full consideration. I have made numerous inquiries in various quarters, and having at length come to the determination that it is out of my power to devise a measure which would at the same time afford the relief desired and be free from very serious injury to the community, I think it only right that I should make public to some extent the considerations which have so far guided my judgment.

In dealing with this matter one finds that the people who desire relief especially are the Europeans employed on the vessels in the Harbour and on the land in connection with them, numbering, as far as I can make out, at the most a thousand, and that of these a very numerous proportion, being only in Hongkong for a few Sundays in the year, would benefit only for those few Sundays. Then the question is—However desirable it is to benefit them, how can we do so? With a view to finding out how such benefit was derived by workers in other parts of the world I have made inquiries in various countries, and I find that there is practically only one means—that is by closing the Custom-houses. Besides that, beyond a few obsolete statutes, I can find no light on the subject anywhere—Sunday labour apparently ceases because the Custom-houses are closed, and for no other reason. Now as we are, fortunately, without a Custom house here, it is evident that that means is not open to us, and there is no other alternative I know of but a law enforcing a cessation of Sunday labour by fine or imprisonment. That being the case, the next question is what must be the scope of such a law? I am informed that it could not be confined entirely to European vessels, as that would at once give a very great advantage to Chinese vessels and junks, on the part of which the rivalry is already keen enough. We must therefore make a law applicable to all the vessels in the Harbour, without exception. But can we stop there? I doubt it. It would be scarcely possible to conceive a number of men being sent to Gaol for working in the Harbour on Sunday when they see thousands of their fellow countrymen pursuing their avocation on land without molestation. I venture to say that not only would it be a great evil in itself, but it would destroy in the Chinese the confidence in British law and justice. So much for the prosperity of Hongkong. But we could not stop there. We must inevitably make a law against all Sunday labour whatever out of doors. But can we even stop there? It is necessary to pursue the subject further, I think it is doubtful if we could, stop work outdoors, but supposing we could there is no doubt there would be a great violent change in the social condition of Hongkong. Of course the arguments of those who wish to enforce Sunday rest is that the work of seven days would be performed in six, would be quite as well done, and quite as much, but without going too much into details I confess that the views I have obtained from practical men in the Colony, which so far have had the greatest weight with me, incline me to think that under the conditions existing here it would be impossible to do as much work in six days as in seven—that there would be a real diminution in the amount of labor performed, and therefore a proportionate diminution in the results of that labor, which is practically wealth. This is not all, however. Either one of two alternative results would also occur—either the labourers would earn less wages or such labour as they did would be more expensive, and that would be a very great evil. Hongkong has had a superior attractiveness to the neighboring provinces of China because labour has been better remunerated, and diminishing the wages would be a very great evil. I do not think, however, that would be the result; my own opinion is that the laborers would get the same wages for doing less work, and I am not sure that that would not be worse. There is generally supposed to be an indefinite fund, from which the wages of labor are paid, but the matter of fact is that usually in a community the fund for the supply of labor is the same, whatever the laws, and if the laws are such as to raise the price of labor the natural result is that less work is done. Supposing the information I have is correct as to the impossibility of performing the seven days' labor in six there would be a very serious diminution in the work, and, if not actually a diminution, a lessened increase in the wealth of the Colony, which would be a very serious evil, besides making the Colony less attractive to the people from the neighboring provinces. There is, however, this to be said also—it is very doubtful if the measure against Sunday labor would have by any means the effect expected, even on behalf of the people by whom it is desired. It has been pointed out to me that where vessels are very much pressed for time, as is very often the case here in these days, a considerable number of them would enter Chinese waters, have cargo taken over to them, and practically the work on Sunday would be the same as before. But even supposing that was not the case, the number benefited, I think, would be very small indeed, at the outside a thousand, and if the results I have spoken of did occur it would certainly affect a large number. This is my principal reason for being unable to propose a measure of this kind at present. But there are others, scarcely less cogent. It would be impossible to enforce such a law without fine and imprisonment, and experience goes to show that the great majority of those convicted would have to go to Gaol. We should thus have in Gaol a large number of persons who would be there for no other reason than that they had done what all their education and traditions taught them—the innocent and praiseworthy act of working. They would be put in much the same category as those who had really committed crime, and I need hardly say how great an evil that would be. It would go a long way towards making criminals of those who, as far as we know, were perfectly honest, and only endeavored to gain a livelihood. It would abolish the distinction—or at any rate make it very hazy—between right and wrong. The men who had been convicted of working on Sunday—a day for which they have no respect, never having been taught to have any—would, if sent to Gaol, say to themselves that they could not get any more for stealing. But I believe crime would be increased also in another way. I cannot conceive what would be done by the hundred thousand people who would be thrown into enforced idleness; they would have to do something, and in all probability they would occupy their leisure in the way most Chinese do, by gambling, and the direct results of gambling and idleness I believe would be a very considerable increase of crime. If you can conceive a hundred thousand men in enforced idleness on one day in seven it is not so easy to calculate the consequences, I believe a very large amount of evil would be done—an incalculably larger amount of evil than good. But it is possible that some of my opinions are not correct—some of my arguments open to reply; I do not see how all can be, but I do not say it is impossible, and therefore I shall not keep my mind closed to the views of those who have opinions to the contrary. I am still quite willing to listen to all that can be said, but so far, while very much sympathising with those who require relief, I do not see any way to give it except by a violent change in the social condition of the Colony which could not be contemplated for a moment. These are my reasons why, at all events for the present, I do not see my way to any measure on the subject, and I wish it to be an answer to the considerable number of petitions from various quarters which reach me.

OTHER BUSINESS.

The Bill for the Protection of Women and Girls then passed its first reading, and the Praya Reclamation Ordinance was discussed. A report of the latter proceeding is held over.

THE KURILE ISLANDS AND OTTER-HUNTERS.

If we look at the chart of the North Pacific Ocean we find a chain of islands extending from Yesso to Kamschatka, in a N.E. direction; there are the Kurile Islands. They are described in the "China and Japan Coast Pilot" as "dangerous and unknown, surrounded with sunken rocks and shoals, strong and strange currents and whirlpools, enveloped in dense fogs, and subject to sudden and violent gales of wind," where it behoves

The mariner to bear a wary eye.

To the maritime world in general and even to their legitimate owners, the Japanese, these islands are comparatively unknown, but to a certain class of men, the sea-otter-hunters, they are as well known and as little feared, as is Yedo Bay to Shinagawa fishermen. Every small outlying rock from the Kurile Strait to Shikotan is known to them; every little sheltered cove where a small vessel may ride out a gale is known; in sailing from island to island they know how to take advantage of the strange and erratic currents flowing between the islands; and the resources on shore are also pretty well known to some if not to all. The islands are all of volcanic origin and formation; volcanoes are in full active eruption on several of them, and ancient craters exist on all of the islands. Beyond Urup they are almost devoid of vegetation, and exhibit only gloomy grey mountains whose summits are nearly the whole year round covered with snow. No doubt rich mineral deposits will be discovered on them some day; but at present only sulphur is extracted; a piece of rock was once carried to San Francisco from one of the islands and there essayed, and was found to be rich in cinnabar; gold, it is said, has been discovered, too, by some of the otter-hunters from California. Among the fauna are black and silver-gray foxes, and these abound on some of the islands and were formerly regularly hunted by the Russians, but since Russia abandoned the islands the foxes have not been molested, and consequently are yearly increasing in numbers. Their skins being scarce are very valuable. But first and foremost the Kuriles are the favourite home and feeding ground of the sea-otter; the finest skins which have been brought hence have fetched almost fabulous prices in the European fur markets. The Russians had formerly two considerable settlements, one on Urup and another on Simushiri, with hunting stations on other islands, from which they issued in their skin canoes to hunt the otters; but their hunting was a tame affair in comparison with the havoc done by Winchester rifles in later days; more otters have been killed in one year by rifles than the Russians killed in ten. All their hunting was done at Urup and the more north-easterly islands, and as the otters were not disturbed at Iterup, then, as now, in possession of the Japanese, the animals naturally took refuge there. When Captain Kimberly arrived with the *Cygnet* from California, and even during the next few years, the sea and the rocks were swarming with otters, and if the hunters had then been supplied with the first-class rifles now in use, they would have made enormous hauls; as it was, several hundred skins during the summer was the usual catch. About the right or wrong of foreign vessels hunting off the Kurile Islands, I do not intend to speak; there is no doubt, if the Japanese had taken effectual measures at first, it would have been stopped in these early days, but the Kaitakushi made but spasmodic efforts to prevent the trespass, and now most of the hunting is done 12 or 15 miles off shore, outside Japanese waters. During the first few years people had curious ideas about otter hunting. Vessels were fitted out and sent to Iterup, some even without boats, guns, and provisions, and otherwise ill-provided against the dangers of the sea. The *Delphin*, a 7-ton fishing boat with a crew of four men on board came from San Francisco, and after a couple of years spent in cruising round Iterup finally capsized and drowned all hands. The *Myrtle*, a 174-ton

schooner, built by a house carpenter and a cooper, with ten men on board, also came from San Francisco. She was afterwards sold in Yokohama and lengthened by her new owner. She made one very successful voyage, but, on returning from her second trip with nearly 200 skins on board, was lost and never heard of more. The *Dolphin* and the *Myrtle* had to sail over 5,000 miles before they reached Iterup, by the round-about way they had to take. A sloop was once fitted out in Hakodate and sailed with three men on board. After having safely arrived at Jap Bay, the crew went on board another vessel, one evening at a time when it was blowing pretty fresh, to pay a friendly visit, leaving their own vessel to take care of itself. After a couple of hours spent in the cabin of the friendly schooner they came on deck, but no sign was ever after seen of the sloop, except a few pieces of her planking subsequently discovered on the beach. Another sloop was *fitted out* (?) in Yokohama, with not even an old musket on board. They, probably, intended to catch the otters with the proverbial "pinch of salt." She came to grief before reaching the happy hunting grounds. And as for the well known *Hakefunt*, there were enough adventures in her career before she started otter hunting to furnish Clark Russell with material for half a dozen novels; after repeatedly making successful voyages, both winter and summer, she had at last to succumb to old age, and was abandoned in Clam Bay, in the Island of Shikotan. This vessel had a kind of fascination for the Japanese sailors, as she could always command the best men, when better fitted and more comfortable schooners had to take what they could get; she was supposed to be under the special protection of the gods, and consequently "lucky." Many more old rattle-traps could be referred to, all of which came to an untimely end, generally with loss of life. How many of the old otter-hunters now remain? Very few, indeed; they have nearly all joined the majority, and most of them with their boots on. The motive which induced otherwise sensible men to risk their lives over and over again, was the love of lucre, but I must say it of a few, also, real love of sport and adventure. The time has passed when fortunes can be made by otter-hunting alone; the few remaining schooners, hailing from Yokohama, have to resort to all kinds of questionable dodges to make enough to pay their expenses. In a few years more, otters will be probably exterminated, and the Kurile Islands will then be left in their original solitude; until the far away future when the open Polar Sea will be discovered by another adventurous Captain Hatteras with pole maniacs to back him; when Behring's Strait will be the highway of nations, and like the English channel, crowded with ships; and when flourishing colonies will be established on the Islands, and lighthouses and beacons crown the prominent points and rocks; then, and not until then, will the Kurile Islands be of any commercial value to the Japanese.—*Japan Mail.*

LIFE AND TRAVEL IN MEXICO.

The following description of a visit to Mexico from the pen of an English traveller will be read with interest:—

On leaving London for a sojourn in this country of some month's duration, I received so many warnings regarding the want of security for life and capital in Mexico, and concerning other evils here, that I nearly gave up my intention of spending the winter in this country. On arrival in the United States of America, I found the same advice given me, and I consequently entered Mexico with much doubt and anxiety, all of which very rapidly disappeared before the results of facts, and it has occurred to me that a plain narrative of what I find to be the state of affairs in Mexico may be serviceable to the public.

I came to Mexico, via Chicago and Kansas City, to El Paso, over the line of the Atchison, Topeka and Santa Fe Railway, which joins the Mexican Central at El Paso. I selected the route as affording the best general view of the States of Illinois, etc., and of prairie lands, which present conditions very similar to the Sierras of Mexico. The scenes of American enterprise and activity through which we were conducted impressed us as much as the kindly courtesy with which we strangers were everywhere received. The long journey was rendered into almost a holiday trip by the comforts of the Pullman trains and the vestibule Pullman train from Chicago to Kansas City, with its dining room, drawing-room, library and sleeping cars, is such an institution as might be well copied for London to Scotland traffic. The scenery, the railway cars, the comforts of railway stations for dining, etc., and the courteous attention of all railway officials (none of whom hankered after "tips" as English railway attendants do,) made the journey to El Paso all that could be desired. Believing in the statements made to us, and the warnings given, we feared that all this would vanish like dissolving views on passing the frontier, and we actually spent half-an-hour of anxious catering in El Passo, fearing that we should get nothing eatable or drinkable on the Mexican Central Railway route. We had also invested in Colt's repeating rifles and revolvers, arriving in Paso del Norte "armed to the teeth." We certainly did find a difference between the American town of El Paso and the Mexican town of Paso del Norte. The former is a new town, with houses and stores very modern, very full of busy men, keen-eyed, and ready for "a deal" of any kind; the latter is an old town, built of "adobe," with its houses and stores buried in trees and flowers, and we appeared to have, in one short mile, stepped from the new to the old of long ago, except where the railway had laid the path of progress. At Paso del Norte we experienced the utmost courtesy from the railway officials and from Government custom authorities, politeness offered to all passengers indiscriminately, and we found the Pullman train of the very best class. At the station we had a most excellent dining room, and we commenced our journey on the Mexican Central Railway with mingled feelings of astonishment and doubt, thinking that possibly the near proximity to El Paso caused this state of affairs, and that all would alter as we went forward. Day and night we travelled onward, and found a well-laid and well-conducted railway; we found no expensive stations, but we found railway carriages deftly constructed into comfortable, well-appointed dining saloons, where excellent, unstinted, well cooked meals were served for one Mexican dollar per head. The railway management wisely economises first outlay in ornamental buildings, pending the development of their road, which is a sort of spinal cord for Mexico. As we rolled over the magnificent Sierras of Chihuahua, and onwards, gazing on almost boundless expanses of maize, and of cotton, and as we watched the very primitive methods of agriculture which produced these results, we realized the future that exists for this country under intelligent and active cultivation. We still had nervous fears of the train being stopped by banditti, and we thought that every quaintly dressed laborer attired in his sombrero and serape was only a disguised member of the nefarious classes. At station after station was reached, and as we mixed amongst the quaintly curious crowd of Mexicans who surged round the train, finding only good-humored politeness, and much less knocking about than we had done in Fleet Street, we gradually recovered our feelings of comfort and safety. At Zacatecas we found a large city with mines of silver and gold, worked above, below, and within the city, and largely owned and managed by Mexicans with highly successful results. In a few hours we rolled into Aguas Calientes, our first abiding place in Mexico. On our arrival we found a well-appointed station with tramcars from its platform to the hotel doors, and a residence of some time in town only proved the courteous kindness of its inhabitants, and the absolute safety of its streets and suburbs. The town is very beautiful and some day the establishment of a good hotel and baths is sure to develop it into an admirable winter resort.

Desiring to visit the City of San Luis Potosi we found that the Mexican Central railway is only open for part of the way, the remainder being under construction. By the courtesy of the railway officials we were enabled to travel by one of the pay-day trains and had an opportunity of seeing a large number of Mexican "navvies" and viewing their work. The work is well executed, and the navvies generally are as fine a class of men as can be found on similar undertakings in Europe and there appeared to be a thoroughly good feeling between employers, and employed.

There is no hotel at Salinas, but we experienced large-hearted hospitality at the Hacienda de Salinas, where, solitary in the Mexican plains, we found a princely establishment with the luxuries of Europe. For two days we drove through mountain ranges and plains to San Louis Potosi, a continued scene of rugged beauty alternated with parklike stretches thickly covered with date palms and the maguey or pulque plant, and supporting herds of fat cattle, and droves of sheep. Remembering all the tales we had heard of Mexican outrages we did fear this solitary journey of 80 miles through the mountains. We, therefore, carefully loaded up our rifles and revolvers and laid them out in our carriage for very instant use, but we only found hospitality and kindness from all, from the rich haciendado to the poor Indian women at the road side, who gave us a calabash of pulque, and hurried away to avoid a payment. Such are the Mexicans as a people. Evil deeds do occur, but as a people their character is honest, kindly, and very tractable, their greatest sin being delay and a love of deferring the work of to-day until to-morrow. We reached San Luis Potosi with the clear impression that we would sooner drive through the wilds of Mexico than risk the Thames embankment alone at midnight.

San Luis Potosi, capital of the state, has some 50,000 inhabitants and is a well built, clean town with an almost perfect climate. The town has only just obtained railway communication with the outer world by the completion of the Mexican National Railway (narrow gauge), while the Mexican Central Railway (standard gauge), is rapidly completing its Trans-Continental (Atlantic and Pacific) line, which will render the city a most important business centre.

We fully expected to find a sleepy old fashioned town with no excitement except, possibly, a bull fight, or some bar rooms with corner loungers, and Texas pistol exercise enlivening the streets. We found nothing of the kind, but a city with an efficient police system, good stores, and shops in nearly all of which English is spoken, a national Mint, with the most modern machinery admirably kept and worked; an enlightened Governor anxious for the well-being of his State, and for its honourable government; an Industrial School of Art, where over 200 orphan children have been rescued from poverty and are taught useful trades, and where we saw young Indians turning out lithograph drawings that might have been issued by London firms, and cabinet work that Gillow might own. We find a University, that educates rich and poor without any distinction. We find a city possessing many other excellent institutions, tramways, a Telephone Exchange, and above all, many excellent business men of broad views, and good culture, who are working hard to render their city that which it seems destined to become, the commercial metropolis of Mexico.

So far a very careful and personal inquiry into the resources and condition of Mexico proved that there is safety of life, capital, and investment in the country, that it possesses a climate of wonderful variety and range, and that it presents one of the best existing fields for European settlers.

HOW PILLS ARE MADE.

The Custom of taking medicine in the form of pills dates far back in history. The object is to enable us to swallow easily in a condensed form disagreeable and nauseous, but very useful, drugs. To what vast dimensions pill-taking has grown may be imagined when we say that in England alone about 2,000,000,000 (two thousand million) pills are consumed every year. In early days pills were made slowly by hand, as the demand was comparatively small. To-day they are produced with infinitely greater rapidity by machines especially contrived for the purpose, and with greater accuracy, too, in the proportions of the various ingredients employed.

No form of medication can be better than a pill, provided only it is intelligently prepared. But right here occurs the difficulty. Easy as it may seem to make a pill, or a million of them, there are really very few pills that can be honestly commended for popular use. Most of them either undershoot or overshoot the mark. As everybody takes pills of some kind, it may be well to mention what a good, safe and reliable pill should be. Now, when one feels dull and sleepy, and has more or less pain in the head, sides, and back, he may be sure his bowels are constipated, and his liver sluggish. To remedy this unhappy state of things there is nothing like a good cathartic pill. It will act like a charm by stimulating the liver into doing its duty, and ridding the digestive organs of the accumulated poisonous matter.

But the good pill does not gripe and pain us, neither does it make us sick and miserable for a few hours or a whole day. It acts on the entire glandular system at the same time, else the after-effects of the pill will be worse than the disease itself. The griping caused by most pills is the result of irritating drugs which they contain. Such pills are harmful, and should never be used. They sometimes even produce hemorrhoids. Without having any particular desire to praise one pill above another, we may, nevertheless, name Mother Seigel's Pills, manufactured by the well-known house of A. J. White, Limited, 35, Farringdon Road, London, and now sold by all chemists and medicine vendors, as the only one we know of that actually possesses every desirable quality. They remove the pressure upon the brain, correct the liver, and cause the bowels to act with ease and regularity. They never gripe or produce the slightest sickness of the stomach, or any other unpleasant feeling or symptom. Neither do they induce further constipation, as nearly all other pills do. As a further and crowning merit, Mother Seigel's Pills are covered with a tasteless and harmless coating, which causes them to resemble pearls, thus rendering them as pleasant to the palate as they are effective in curing disease. If you have a severe cold and are threatened with a fever, with pains in the head, back, and limbs, one or two doses will break up the cold and prevent the fever. A coated tongue, with a brackish taste in the mouth, is caused by foul matter in the stomach. A dose of Seigel's Pills will effect a speedy cure. Often-times partially decayed food in the stomach and bowels produces sickness, nausea, &c. Cleanse the bowels with a dose of these pills, and good health will follow.

Unlike many kinds of pills, they do not make you feel worse before you are better. They are, without doubt, the best family physic ever discovered. They remove all obstructions to the natural functions in either sex without any unpleasant effects.—[*Advt.*

To-day's Advertisements.

THEATRE ROYAL,
CITY HALL, HONGKONG.
TAMAKICHI TROUPE.
THIS EVENING,
THURSDAY, the 18th,
FRIDAY AND SATURDAY EVENING,
the 19th and 20th April, 1889.
THE CELEBRATED TOKIO & OSAKA COMBINED ACROBATS,
consisting of
EIGHTEEN PERFORMERS,
including
MR. TAMAKICHI
AND
MISS KOITTO,
The Greatest Foot Balancer and Rope Walker in the World,
will give
GRAND AND WONDERFUL ACROBATIC FEATS,
many of which have never hitherto been performed in Hongkong.
Doors open at .....8.30 P.M.
To commence at .....9.00 "
PRICES OF ADMISSION.
Dress Circle front seats $2.00
" " back seats $1.00
Stalls $1.00
Back Seats $0.50
Tickets for Sale at Messrs. CAMPBELL, MOORE & Co.
L. KATAYAMA,
Manager.
Hongkong, 18th April, 1889. [483

"SHIRE" LINE OF STEAMERS.
FOR KOBE & YOKOHAMA.
THE Steamship
"BRECONSHIRE,"
Captain Daucaster, will be despatched for the above Ports, TO-MORROW, the 19th instant, at 4 P.M.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th April, 1889. [454

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "BRECONSHIRE,"
FROM HAMBURG, ANTWERP, LONDON, PENANG AND SINGAPORE.
CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M., To-day.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.
All claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 18th April, 1889. [454

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO SHANGHAI.
THE Company's Steamship
"BAYERN,"
Captain J. Mergell, will leave for the above place TO-MORROW, the 19th instant, by 3 P.M.
For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 18th April, 1889. [4

NORDDEUTSCHER LLOYD.
NOTICE.
STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)
THE Company's Steamship
"GENERAL WERDER,"
Captain M. Eichel, will leave for the above Ports TO-MORROW, the 19th instant, by 3 P.M.
For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 18th April, 1889. [4

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.
STEAMSHIP "BAYERN,"
FROM BREMEN AND PORTS OF CALL.
THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be landed here in Hongkong unless notice to the contrary be given before 11 A.M., TO-DAY, the 18th inst.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 25th March, will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 1st instant, at 4 P.M.
All Claims must reach us before the 2nd May, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.
Hongkong, 18th April, 1889. [4

To-day's Advertisements.

UNION CHURCH.
THE ANNUAL GENERAL MEETING OF MEMBERS and SEAT-HOLDERS will be held in the Union Church THIS EVENING, the 18th April, at 7 o'clock.
R. H. KIMBALL,
Hon. Secretary.
Hongkong, 18th April, 1889. [476

HONGKONG RIFLE ASSOCIATION.
7TH PRIZE MEETING,
19th, 20th, and 22nd April, 1889.
LADIES' DAY, SATURDAY 20TH INST.
THE LADIES' COMPETITION and those for the LADIES' PURSE and "MEMBERS OF COUNCIL" will take place on SATURDAY AFTERNOON at 3.30 when the Ladies of Hongkong are particularly invited to be present.
A. SHELTON HOOPER,
Hon. Secretary.
Hongkong, 18th April, 1889. [58

FOR SINGAPORE AND PENANG.
THE Steamship
"APENRADE,"
Captain Hohlmann, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at 3 P.M.
For Freight or Passage, apply to
GEO. R. STEVENS & Co.
Hongkong, 18th April, 1889 [324

Masonic.

VICTORIA LODGE,
No. 1026.
A REGULAR MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 22nd instant, at 8.30 for 9 P.M. precisely.
Hongkong, 17th April, 1889. [477

Auctions.

PUBLIC AUCTION.
THE Undersigned has received instructions from H.M. Naval Store-keeper to Sell by Public Auction, on
TUESDAY,
the 23rd April, 1889, at NOON,
at H.M. Naval Yard.
SUNDRY NAVAL AND VICTUALLING CONDEMNED STORES.
Comprising:—
OLD IRON, PAPER STAFF, HOSES, LAMPS, CLOCKS, CANVAS BAGS, COPPER SHEATHING, PROVISIONS, CLOTHING, and IMPLEMENTS.
&c., &c., &c.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Gov. Auctioneer.
Hongkong, 17th April, 1889. [482

Intimations.

THE STEAM LAUNCH COMPANY, LIMITED.
NOTICE.
THE THIRD CALL of $10 per Share due on the 2nd instant must be paid at the Office of the Company 1, Pedder's Street, with interest of 12 per cent, per annum from the 3rd instant, in accordance with Article No. 38 of the Company's Articles of Association.
By Order,
A. G. GORDON,
Secretary.
Hongkong, 15th April, 1889. [459

CANTON INSURANCE OFFICE, LIMITED.
NOTICE TO CONTRIBUTORS.
A FIRST INTERIM BONUS of Twenty per cent upon Contributions for the year 1888 has this day been declared.
Warrants may be had on application at the above office on and after the 1st proximo.
JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 15th April, 1889. [468

UNION INSURANCE SOCIETY OF CANTON, LIMITED.
NOTICE TO SHAREHOLDERS
AN INTERIM BONUS of twenty per cent upon contributions for the year 1888 has been declared.
Warrants may be had on application at the Office of the Society on an after 1st May.
By Order of the Board,
N. J. EDE,
Secretary.
Hongkong, 16th April, 1889. [472

THE HONGKONG BRICK, AND CEMENT COMPANY, LIMITED.
THIS Company is now prepared to Manufacture Machine-Pressed Building BRICKS of superior quality, in WHITE or RED CLAY.
Also SPECIALITIES, such as STRING COURSES, WINDOW HEADS, RIDGES, COPINGS, TILES, EARTHENWARE DRAIN PIPES, GULLIES, CESS-POOLS and other SANITARY FITTINGS.
FIRE BRICKS and all descriptions of FIRE CLAY GOODS.
For Prices and other particulars,
Apply to
W. H. WALKER,
Secretary.
Bank Buildings,
Hongkong, 13th April, 1889. [458

NOTICE TO THE PUBLIC.
DURING the Paris Universal Exhibition of 1889, files of the "HONGKONG TELEGRAPH" will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, Paris, which may be consulted at any time by visitors from the Far East.
Subscribers to this journal may have their letters, papers, etc., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.
Hongkong, 11th March, 1889. [318

Intimations.

BANK HOLIDAYS.
IN accordance with Ordinance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction of Public business, TO-MORROW, the 19th instant (GOOD FRIDAY), and on MONDAY, the 22nd instant (EASTER MONDAY).
For the CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA,
JOHN THURBURN,
Manager, Hongkong.
For the CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
G. E. NOBLE,
Chief Manager.
For the COMPTOIR D'ESCOMPTE DE PARIS,
CHANTREY INCHBALD,
Agent, Hongkong.
For the NEW ORIENTAL BANK CORPORATION, LIMITED,
E. W. RUTTER,
Manager, Hongkong.
Hongkong, 16th April, 1889. [471

CUSTOMS NOTIFICATION.
CUSTOM HOUSE,
KOWLOON, 15th April, 1889.
TO-MORROW, the 19th instant, being GOOD FRIDAY, this Office and the Opium Examination Hulk will be CLOSED to the transaction of all Business, but work at the Customs Stations will proceed as usual.
F. A. MORGAN,
Commissioner of Customs for Kowloon and District.
470]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
SUBSCRIBED CAPITAL .....$2,500,000.
PAID UP CAPITAL ..... 1,250,000.
BOARD OF DIRECTORS.
Hon. J. BELL-IRVING, Chairman.
Hon. C. P. CHATER, Vice-Chairman.
Mr. E. A. SOLOMON.
Mr. J. S. MOSES.
Mr. S. C. MICHAELSEN.
Mr. G. E. NOBLE.
Mr. LEE SING.
Mr. POON PONG.
BANKERS.
THE HONGKONG & SHANGHAI BANKING CORPORATION.
THE objects for which this Company is formed are to transact in the Colony of Hongkong and its dependencies the purchases and sales of Property, to advance monies on Mortgage, to undertake the Management and Agency of Estates, and generally to carry on any business in connection with Landed Property.
The fullest information can be had on application at the Company's Offices, No. 7, Queen's Road Central.
ALEXANDER LEVY,
Secretary (pro. tem.)
Victoria Buildings,
Hongkong, 20th March, 1889 [368

ORIENTAL BANK CORPORATION IN LIQUIDATION.
NOTICE TO CREDITORS.
PAYMENT OF 6TH DIVIDEND.
A 6TH DIVIDEND of 6¼ % on all claims against the Hongkong Branch of the ORIENTAL BANK CORPORATION, which have been approved by the Court of Chancery will be paid at the Offices of the NEW ORIENTAL BANK CORPORATION, LIMITED, on and after MONDAY, the 18th March next.
Creditors are requested to apply to the Bank for their Dividends and to produce the letter they hold from the Official Liquidator admitting their claims in order that the payment of the 6th Dividend may be endorsed thereon.
PAYMENT OF FINAL DIVIDEND IN ADVANCE UNDER DISCOUNT.
THE Official Liquidator, by arrangement with the Assets Realisation Co., is prepared to pay in advance to Creditors willing to receive such payment, IN FULL DISCHARGE OF THEIR CLAIMS the Dividend of 5 % payable in the year 1890, UNDER A DISCOUNT OF FIVE TWELFTHS PER CENT.
Creditors who are willing to accept payment of the Final Dividend, less discount as above are requested to communicate with the Undersigned BEFORE THE END OF THE CURRENT MONTH.
E. W. RUTTER,
Agent for the Official Liquidator,
Oriental Bank Corporation, in Liq.
2, Queen's Road,
Hongkong, 6th February, 1889. [176

NOTICE.
PRIVATE BOARD and RESIDENCE at Mrs. BOHM'S, Queen's Road East, No. 135. Good accommodation for Families and single parties. Moderate charges.
P. BOHM.
GENERAL Employment and Intelligence Office, Queen's Road East, No. 135. Information given of Situations offered and of suitable applicants for Situations.
WANTED A 10—20 roomed house in a central position. Offers to be sent to above Office.
Hongkong, 17th April, 1889. [352

LOST.
ON Thursday night, at or near the Theatre Royal, City Hall, a GOLD HORSE-SHOE BRACELET. Any one finding the same will oblige by returning it to *The Hongkong Telegraph* Office.
Hongkong, 13th April, 1889. [461

NOTICE.
THE Undersigned being about to CLOSE his Business shortly, all CLAIMS against the Firm must be sent in on or before the 22nd instant, and all Persons indebted are hereby requested to make immediate payment.
THARIA TOPAN.
Hongkong, 12th April, 1889. [451

KOWLOON HOTEL.
J. C. L. ROUCH.....MANAGER.
WINE and SPIRITS of the best quality. ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.
Hongkong, 21st January, 1889. [114

Intimations.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.
NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED, will be held at the Registered Office of the Company No. 9, Queen's Road Central, Hongkong, on SATURDAY, the 20th day of April instant, at 4.30 O'CLOCK IN THE AFTERNOON, when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Company held on the 4th April instant, will be submitted for Confirmation as a Special Resolution.
RESOLUTION.
That the Capital of the Company be increased to the sum of $600,000 legally current in the Colony of Hongkong by the creation of 20,000 New Shares of $10 each. Subject to any direction to the contrary that may be given by the Meeting sanctioning the increase of Capital, all New Shares shall be offered to the Members registered on the day of the confirmation of the resolution in proportion to existing Shares held by them, and such offer shall be made by notice specifying the number of Shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined, and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the Shares offered, such Shares shall be dealt with by the Directors in their discretion.
Dated the 4th day of April, 1889.
By Order of the Board,
A. O'D. GOURDIN.
Secretary.

THE PUNJOM AND SUNGHIE DUA SAMANTAN MINING COMPANY, LIMITED.
NOTICE is hereby given that if the above mentioned Resolution for the increase of the Capital of the Company be confirmed, the Share Register of the Company will be CLOSED from the 20th day of April to the 12th day of May next, both inclusive.
Dated the 4th day of April, 1889.
A. O'D. GOURDIN,
Secretary.
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THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Company will be held at the Company's Registered Office in Victoria Buildings, No. 7, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the 23rd April instant, at 12 o'clock Noon, the objects and business of which Meeting will be to submit for Confirmation the Special Resolutions passed at the Meeting held this day.
ALEXANDER LEVY,
Secretary (pro. tem.)
Hongkong, 6th April, 1889. [426

GREEN ISLAND CEMENT COMPANY, LIMITED.
NOTICE is hereby given that the STATUTORY GENERAL MEETING of the above Company will be held at the Company's Offices, No. 62, Queen's Road, on WEDNESDAY, the 24th inst., at 5 O'CLOCK P.M.
C. EWENS,
General Manager.
Hongkong, 9th April, 1889 [436

THE HONGKONG MASONIC CLUB, LIMITED.
THE THIRD GENERAL MEETING OF SHAREHOLDERS will be held at the Club House on WEDNESDAY AFTERNOON, the 24th instant, at 5.30 O'CLOCK, to receive the Report of Directors, together with the Statement of Accounts to 31st December, 1888.
The TRANSFER BOOKS of the Company will be CLOSED from the 20th to 24th instant, both days inclusive.
By Order of the Board.
W. F. HATHERLEY,
Secretary.
Hongkong, 17th April, 1889. [481

HONGKONG CLUB.
THE THIRD YEARLY GENERAL MEETING of the MEMBERS of the CLUB, will be held at the Club House, on THURSDAY, the 25th April, at 4.30 P.M.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 15th April, 1888. [466

HONGKONG CLUB.
AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB, will be held immediately on the conclusion of the above Third Yearly General Meeting, for the purposes set forth in the notice posted in the Hall of the Club House.
By Order,
C. H. GRACE,
Secretary.
Hongkong, 17th April, 1889. [478

THE PEAK HOTEL AND TRADING COMPANY, LIMITED.
THE STATUTORY GENERAL MEETING of the above Company will be held at the CITY HALL, on SATURDAY, the 27th instant, at 0.30 P.M.
C. MOONEY,
Secretary (pro tem.)
Hongkong, 12th April, 1889. [452

THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.
HEAD OFFICE—Shanghai.
REGISTERED OFFICE—37 and 39, Queen's Road, Hongkong.
THE FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Head Office, 13, Nanking Road, Shanghai, at 11 O'CLOCK in the Forenoon of SATURDAY, April 27th, 1889, when the Report and Accounts for the year ended, 28th February, 1889, will be presented.
The TRANSFER BOOKS will be CLOSED from the 22nd to 27th instant, both days inclusive.
By Order of the Directors,
W. HAYWARD,
Secretary.
Shanghai, 5th April, 1889. [445

TUITION IN FRENCH.
MDLLE. MAILLARD begs to intimate that she will give LESSONS in FRENCH, Grammatically, Conversational or Literary.
Terms on Application at 3, West Terrace.
Hongkong, 1st April, 1889 [406

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—157 per cent. premium, buyers.
Union Insurance Society of Canton—$110 per share, sellers.
China Traders' Insurance Company—$80 per share.
North China Insurance—Tls. 290 per share, buyers.
Canton Insurance Company, Limited—$130 per share, sales.
Yangtsze Insurance Association—Tls. 100 per share.
Chinese Insurance Company—$160 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—$370 per share, buyers.
China Fire Insurance Company—$82 per share, sellers.
Hongkong and Whampoa Dock Company—73 per cent. premium, sales and buyers.
Hongkong, Canton, and Macao Steamboat Co. —$234 per share, sales and sellers.
China and Manila Steam Ship Company—140 per share, sellers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company—$190 per share, buyers.
Indo-China Steam Navigation Company, Limited—par., sellers.
Douglas Steamship Company—$80 per share, sellers.
China Sugar Refining Company, Limited—$196 per share, sales and buyers.
Luzon Sugar Refining Company, Limited—$100 per share, sales and sellers.
Hongkong Ice Company—$113 per share, buyers.
Hongkong and China Bakery Company, Limited —$80 per share.
Hongkong Dairy Farm Co., Limited—$13½ per share, buyers.
A. S. Watson & Co., Limited—120 per cent. premium, buyers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$176 per share, nominal.
The Hongkong Steam Laundry Co., Ld.—$20 per share, nominal.
Perak Tin Mining and Smelting Company—$25 per share, sellers.
Punjom and Sunghie Dua Samantan Mining Co. —$26 per share, buyers.
Hongkong and Kowloon Wharf and Godown Company—$197 per share, sellers.
Tonquin Coal Mining Co.—$675 per share, sellers.
The Hongkong High-Level Tramway Co., Limited—210 per cent. premium, buyers.
The East Borneo Planting Co., Limited—$57 per share, sellers.
The Songei Koyah Planting Co., Ld.—$56 per share, sellers.
Cruickshank & Co., Ld.—$50 per share, sellers.
The Steam Launch Co., Limited—400 per cent. premium, nominal.
The Austin Arms Hotel and Building Co., Ltd. —par.
The China-Borneo Co., Ld.—$62½ per share, sellers.
The Green Island Cement Co. (Old issue)—$55 per share, buyers.
The Green Island Cement Co. (New issue)—$15 per share, sellers.
The Hongkong Land Investment Co., Ld.—$142½ per share, sales and buyers.
The Hongkong Electric Light Co., Ld.—$8½ per share, sales and buyers.
Geo. Fenwick & Co., Limited—$32 per share, sales and buyers.
The West Point Buildings Co., Ld.—$60 per share, sellers.
The Peak Hotel and Trading Co., Ld.—$15 per share, buyers.
The Labuk Planting Co., Ld.—$15 per share, buyers.
The Jelebu Mining and Trading Co., Ld.—$7 per share, sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 2/11½
Bank Bills, on demand 2/11⅝
Bank Bills, at 30 days' sight 2/11⅝
Bank Bills, at 4 months' sight ... 3/0½
Credits at 4 months' sight 3/0½
Documentary Bills, at 4 months' sight 3/0½
ON PARIS.—
Bank Bills, on demand 3.77
Credits, at 4 months' sight 3.85
ON INDIA, T. T. 220
On Demand 221½
ON SHANGHAI.—
Bank, T. T. 72½
Private, 30 days' sight 72⅝

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul ..... $530 (Allowance, Taels 68).
OLD MALWA, per picul ..... $550 to $580 (Allowance, Taels 68).
NEW PATNA, (without choice) per chest ... $542½
NEW PATNA, (first choice) per chest $545
NEW PATNA, (bottom) per chest $552½
NEW PATNA, (second choice) per chest ... $540
NEW BENARES, (without choice) per chest $520
NEW BENARES, (bottom) per chest $532½
NEW PERSIAN (best quality) per picul. $550
OLD PERSIAN (best quality) per picul $500
OLD PERSIAN (second quality) per picul ... $475

CHINA COAST METEOROLOGICAL REGISTER.

17th April, 1889.—At 4 p.m.

STATION	Barometer Red to 32 Fah.	Barometer Red to 32 Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	30.11	42	...	SW	S	0	...	...
Tokio	30.25	...	...	S	S	...	...	...
Nagasaki	30.07	...	...	SW	S	...	...	0.09
Shanghai	30.14	59	93	E	S	0	...	...
Amoy	30.04	68	79	SE	S	b	...	...
Hongkong	29.93	73	79	E	S	0	...	...
Haiphong	29.98	84	77	E	S	0	...	...
Bolinao	29.94	90	83	W	S	b	...	...
Manila	29.89	91	83	SE	S	f	...	...

18th April, 1889.—At 10 a.m.

STATION.	Barometer Red to 32 Fah.	Barometer Red to 32 Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	30.20	46	30	NNW	S	0	...	...
Tokio	30.24	...	...	S	S	...	...	...
Nagasaki	30.05	...	...	SE	4	...	...	...
Shanghai	30.08	53	93	SE	1	0	r	...
Amoy	.....	...	...	...	...	...	...	...
Hongkong	30.06	74	81	S	1	0	od	...
Haiphong	30.02	81	76	E	1	1	b	...
Bolinao	29.97	87	82	SE	S	b	...	...
Manila	29.97	87	82	NW	S	c	...	...

The barometer has fallen and gradients are very moderate for east-north-east winds. Cloudy, warm and rather damp weather prevails.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, b Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew wet. 7—Rain in inches, tenths and hundredths.

W. DOSSACK.

Hongkong Observatory, 18th April, 1889.

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register.)

To day.

Barometer—9 a.m.	30.07
Barometer—1 p.m.	30.00
Barometer—4 p.m.	29.94
Thermometer—9 a.m.	72
Thermometer—1 p.m.	78
Thermometer—4 p.m.	75
Thermometer—9 a.m. (Wet bulb)	70
Thermometer—1 p.m. (Wet bulb)	72
Thermometer—4 p.m. (Wet bulb)	73
Thermometer—Maximum	75
Thermometer—Minimum (over night)	70

EXPORT CARGO.

Per *City of New York*, str., for Yokohama.—11,254 bags Sugar, and 63 packages Merchandise. For San Francisco.—19,358 bags Rice, 510 bags Beans, 350 bags Coffee, 10 bags Cocoa, 885 boxes Nut Oil, 500 boxes Hemp, 67 boxes Jute, 341 boxes Gunnies, 6 cases Silks, 1,758 rolls Matting, and 2,229 packages Merchandise. For Panama.—67 packages Merchandise, and 2 cases Silks. For Callao.—9 packages Merchandise. For Chicago.—1 package Merchandise. For Washington, D.C.—1 package Silks, and 4 packages Merchandise. For New York.—7 cases Silks, 25 double cases Raw Silk, and 20 bales Raw Silk.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Natal*, with the French mail of the 23rd ultimo, left Singapore at 8 a.m., on the 17th instant for Saigon, and may be expected here on or about the 23rd.

THE AMERICAN MAIL.

The P. M. steamer *City of Peking*, with the American mail of the 28th ultimo, left Yokohama on the 18th instant, and may be expected here on or about the 24th.

THE INDIAN MAIL.

The steamer *Arratoon Apcar*, from Calcutta, left Singapore on the 15th instant, and is expected here on or about the 21st.

THE CANADIAN MAILS.

The Canadian Pacific S. S. Co.'s steamer *Batavia*, from Vancouver, left Shanghai for Hongkong on the 17th instant, and is due here on the 20th.

The Canadian Pacific S. S. Co.'s steamer *Parthia*, left Vancouver for Japan, Shanghai and Hongkong on the 16th instant.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Orestes*, from Liverpool, left Singapore on the 13th inst., and is expected here on the 19th.

The D. D. R. steamer *Bellona*, from Hamburg, left Singapore on the 14th instant for this port, and is expected here on the 21st.

The 'Glen' line steamer *Glenartney*, from London, left Singapore on the 15th instant, and is expected here on the 22nd.

The P. & O. S. N. Co.'s extra steamer *Gwalior*, from Bombay, left Singapore on the 15th, at 5 p.m., and is expected here on the 22nd.

The steamer *Port Jackson*, from London, left Singapore on the 16th instant, and is due here on the 22nd.

The Ocean Steamship Co.'s steamer *Ajax*, from Liverpool, left Singapore on the morning of the 16th instant, and is due here on the 22nd.

Shipping.

ARRIVALS.

BAVERN, German steamer, 2,877, F. Mergell, 17th April,—Bremen 9th March, and Singapore 13th April, Mails and General.—Melchers & Co.
BRECONSHIRE, British steamer, 1,647, Dancaster, 18th April,—London, *via* Singapore 11th April, General.—Adamson, Bell & Co.
JOHANN, German steamer, 428, H. Binge, 18th April,—Haiphong 14th April, and Hoihow 16th, General.—Wieler & Co.
NINGPO, German steamer, 784, F. Schultz, 18th April,—Whampoa 18th April, General.—Siemssen & Co.
SOFLID, Spanish schooner, 526, C. Sobrido, 18th April,—Atimono (Luzon) 9th April, Wood. —Lane, Crawford & Co.
VICTORIA, British steamer, 1,530, J. Coundon, 18th April,—Nagasaki 13th April, Coals.—Mitsu Bishi Colliery Agency.
TSINAN, British steamer, 1,464, W. N. Allison, 18th April,—Sydney 23rd March, Coals and General.—Butterfield & Swire.

CLEARANCES AT THE HARBOUR OFFICE.

Breconshire, British steamer, for Kobe.
Benalder, British steamer, for Kobe.
Hailoong, British steamer, for Swatow, &c.
Johann, German steamer, for Hoihow.
Peking, British steamer, for Shanghai.

DEPARTURES.

April 18, *Phra Chom Klao*, British steamer, for Singapore, &c.
April 18, *Sunklang*, British str., for Tientsin.
April 18, *Benalder*, British str., for Kobe, &c.
April 18, *Peking*, German str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Breconshire*, str., from London, &c.—Mr. Fred. Dadswell, and 200 Chinese.
Per *Johann*, str., from Haiphong, &c.—30 Chinese.
Per *Bayern*, str., from Bremen, &c.—Messrs. Fincke, Rathsam, Kirschstein, Webber, Krane, Rothenburg, Bohn, Gray, and 295 Chinese.
Per *Tsinan*, str., from Sydney.—Mr. and Mrs. C. C. Skarratt, Missis Skarratt, Caisy and Viblet Skarratt, Dr. and Mrs. J. F. Elliott, Mr. and Mrs. J. Taylor, Mr. and Mrs. A. Munday, Colonel and Mrs. Couran, Miss Pearson, Miss Hargreaves, Messrs. Geo. Munro, P. H. Ewing, and R. P. Wright, 1 European, 2 Cingalese, and 146 Chinese (deck).

TO DEPART.

Per *Hailoong*, str., for Swatow.—Mr. Lauts. For Amoy.—Baron von Fries, Dr. de Groot, and Mr. Boyd. For Foochow.—Messrs. Gibb and Wilkinson. For Coast Ports.—400 Chinese.
Per *Johann*, str., for Hoihow.—100 Chinese.

REPORTS.

The British steamship *Tsinan* reports that she left Sydney on the 23rd ultimo. Had fine weather throughout.

The British steamship *Breconshire* reports that she left London, *via* Singapore on the 11th instant. Had fine weather throughout.

The German steamship *Johann* reports that she left Haiphong on the 14th instant, and Hoihow on the 16th. Had light breeze and hazy weather.

The British steamship *Victoria* reports that she left Nagasaki on the 13th instant. On the 14th and 15th had fresh south-east wind and rain. On the 16th had light north-east wind to port.

Post Office.

A MAIL WILL CLOSE

For Kobe and Yokohama.—Per *Breconshire*, to-morrow, the 19th instant, at 9.00 A.M.
For Yokohama.—Per *General Werder*, to-morrow, the 19th instant, at 9.00 A.M.
For Shanghai.—Per *Bayern*, to-morrow, the 19th instant, at 9.00 A.M.
For Hoihow, Pakhoi, and Haiphong.—Per *Johann*, to-morrow, the 19th instant, at 9.00 A.M.
For Straits and Bombay.—Per *Deccan*, on Saturday, the 20th instant, at 11.30 A.M.
For Swatow, Amoy, & Tamsui.—Per *Formosa*, on Saturday, the 20th instant, at 5.00 P.M.
For Nagasaki, Kobe, and Yokohama.—Per *Verona*, on Tuesday, the 23rd instant, at 11.30 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

AFGHAN, British steamer, 1,439, T. Golding, 13th April,—Nagasaki 7th April, General.—Gibb, Livingston & Co.
ALWINE, German steamer, 400, Samuelsen, 15th April,—Haiphong 11th April, and Hoihow 14th, Rice.—Wieler & Co.
AMIGO, German steamer, 771, H. Bruhn, 13th April,—Iloilo 7th April, Sugar.—Butterfield & Swire.
APENRADE, German steamer, 1,475, Hollmann, 11th April,—Saigon 7th April, Rice.—Geo. R. Stevens & Co.
ASAGAO, Japanese steamer, 1,568, Trennt, 16th April,—Nagasaki 11th April, Coals.—Order.
BELGIC, British steamer, 4,211, W. H. Walker, 17th April,—San Francisco 20th March, and Yokohama 11th April, Mails and General. —O. & O. S. S. Co.
BENARTY, British steamer, 1,111, Le Boutellier, 17th April,—Kobe 8th April, Coals and General.—Gibb, Livingston & Co.
CATTERTHUN, British steamer, 1,406, J. W. B. Darke, 13th April,—Sydney 20th March, and Port Darwin 4th April, Coal and General.—Russell & Co.
CICERO, British steamer, 1,030, A. George, 16th April,—Saigon 12th April, Rice and Paddy. —Arnhold, Karberg & Co.
DECCAN, British steamer, 2,021, F. Cole, 16th April,—Japan 4th April, General.—P. & O. S. N. Co.
FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
FORMOSA, British steamer, 674, T. Hall, 17th April,—Tamsui, *via* Amoy, and Swatow 16th April, General.—D. Lapraik & Co.
GENERAL WERDER, German steamer, 1,820, M. Etchel, 13th April,—Yokohama 3rd April, Kobe 6th, and Nagasaki 8th, Mails and General.—Melchers & Co.
GOALPARA, British steamer, 1,355, E. C. Russell, 16th April,—Singapore 9th April, General. —Jardine, Matheson & Co.
HAILOONG, British steamer, 783, G. S. Roach, 14th April,—Foochow 11th April, Amoy 12th, and Swatow 13th, General.—D. Lapraik & Co.
INDEPENDENT, German steamer, 871, W. J. Schafer, 11th April,—Swatow 10th April, Ballast.—Wieler & Co.
JACOB CHRISTENSEN, Norwegian steamer, 1,107, Hagbart Wage, 10th April,—Saigon 6th April, Rice, Paddy, and Cotton.—Gibb, Livingston & Co.
MIIKE MARU, Japanese steamer, 2,380, Sommers, 15th April,—Kutchinotzu 10th April, Coal.—Mitsu Bussan Kaishia.
PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co
PROVINCIA, British steamer, 1,095, D. Mackenzie, 16th April,—Saigon 12th April, Rice. —Melchers & Co.
SOOCHOW, British steamer, 326, Rowin, 6th April,—Pakhoi 2nd April, and Hoihow 5th, General.—Chinese.

SAILING VESSELS.

ANTOINETTE, British bark, 884, E. T. Bunje, 12th April,—Shanghai 6th April, General.—Carlowitz & Co.
AUGUSTA, German bark, 473, Jessen, 2nd April, April,—Gorontalo, Celet 5th March, Wood. —Ed. Schellhass & Co.
ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.
HATTIE E. TAPLEY, British bark, 907, J. McConnachy, 20th March,—Sandakan 29th January, Timber.—Gibb, Livingston & Co.
KALAKAUA, Hawaiian bark, 382, John Duncan, 14th April,—Honolulu 28th February, Old Copper.—Jardine, Matheson & Co.
LADY HARTWOOD, British bark, 381, Williams, 12th March,—Rajang 7th February, Timber. —Chinese.
OMEGA, British bark, 480, Brown, 8th April, —Singapore 20th February, Wood.—Ed. Schellhass & Co.
TITAN, American ship, 1,282, Allyn, 13th April, —New York 16th Nov., Oil.—Russell & Co.

Insurances.

THE STANDARD

A SCOTTISH LIFE OFFICE OF 63 YEARS STANDING, AND ONE OF THE WEALTHIEST OF THE PROVIDENT INSTITUTIONS OF THE UNITED KINGDOM.

WHEN it is remembered that a Life Assurance Contract may not fall to be fulfilled for a quarter or even half a century after being entered into, it will be readily understood how important it is to the Policy-holder that the past record as well as the present management of the Office should be of the highest possible character. The Standard has a long record of past good services to refer to; its Funds, annually increasing, amount to £6,800,000; and all modern features consistent with safety have been adopted.

THE BORNEO COMPANY, LD., Agents, Hongkong.

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NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED $1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882. [152

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL TAELS 600,000, EQUAL TO $833,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.

Hongkong, 17th December, 1885. [858

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Orestes	Liverpool	April 19th	Butterfield & Swire.
Batavia	Vancouver	April 20th	Adamson, Bell & Co.
Bellona	Hamburg	April 21st	Siemssen & Co.
Arratoon Apcar	Calcutta	April 21st	D. Sassoon, Sons & Co.
Glenartney	London	April 22nd	Jardine, Matheson & Co.
Port Jackson	London	April 22nd	Adamson, Bell & Co.
Gwalior	Bombay	April 22nd	P. & O. S. N. Co.
Ajax	Liverpool	April 22nd	Butterfield & Swire.
Natal	Marseilles	April 23rd	Messageries Maritimes.
City of Peking	San Francisco	April 24th	Pacific Mail S. S. Co.
Parthia	Vancouver	May 16th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Nizam	P. & O. S. N. Co.	April 24th, at noon.
London, via Suez Canal	Ningchow	Arnhold, Karberg & Co.	About April 25th.
Marseilles, via Saigon, &c.	Anadyr	Messageries Maritimes.	April 25th, at noon.
Bremen, via Ports of Call.	Bayern	Melchers & Co.	May 8th, at 4 p.m.
Havre, Hamburg, &c.	Lydia	Siemssen & Co.	April 24th, at 10 a.m.
San Francisco, via Y'hama	City of Peking	Pacific Mail S. S. Co.	May 2nd, at 1 p.m.
San Francisco, via Y'hama	Belgic	O. & O. S. S. Co.	April 24th, at 1 p.m.
Vancouver, B.C., via N., &c.	Batavia	Adamson, Bell & Co.	April 25th, at noon.
Sydney and Melbourne	Afghan	Gibb, Livingston & Co.	Quick despatch.
Sydney, Melbourne, &c.	Catterthun	Russell & Co.	April 23rd, at 4 p.m.
Straits and Bombay	Deccan	P. & O. S. N. Co.	April 20th, at noon
Sandakan, Kudat, &c.	Memnon	Butterfield & Swire	April 25th, at 4 p.m.
Yokohama, via N'saki, &c.	Verona	P. & O. S. N. Co.	April 23rd, at noon.
Yokohama, Kobe, &c.	General Werder	Melchers & Co.	To-morrow, at 3 p.m.
Kobe (direct)	Breconshire	Adamson, Bell & Co.	To-morrow, at 4 p.m.
Shanghai	Bayern	Melchers & Co.	To-morrow, at 3 p.m.
Tientsin	Kwongsang	Jardine, Matheson & Co.	About April 27th.
Shanghai, via Amoy	Orestes	Butterfield & Swire	April 21st.
Shanghai, via Amoy	Ajax	Butterfield & Swire	April 24th.
Swatow Amoy, &c.	Formosa	Douglas Lapraik & Co.	April 21st, daylight.
Coast Ports	Hailoong	Douglas Lapraik & Co.	To-morrow, daylight.

Intimations.

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS,

AND

PROVISION MERCHANTS

NAVY CONTRACTORS,

AND

GENERAL COMMISSION AGENTS

No. 11, Praya Central,

(Opposite Pedder's Wharf).

SOLE AGENTS for

RAHTJEN'S GENUINE COMPOSITION

FOR THE BOTTOMS OF IRON SHIPS

CARBOLINEUM AVENARIUS

PRESERVATIVE AGAINST ROTTING, DECAY, &c., of WOOD.

CHR. MOTZ & Co., BORDEAUX, CLARETS

IMPERIAL CHAMPAGNE, LA GRANDE MARQUE.

FLENSBURG STOCKBEER, ENGINEERS AND BLACKSMITHS' TOOLS AND EVERY KIND OF SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

ALL KINDS OF

COALS

SUPPLIED AT THE SHORTEST NOTICE

Hongkong, 1st January, 1885. [82

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY, PORT, CLARETS BURGUNDY, HOCKS, CHAMPAGNES BRANDIES, WHISKIES.
"EMPIRE" ALE and STOUT.
MACHINERY, GAS ENGINES, "EMPIRE" LUBRICATORS.
SINGER'S SEWING MACHINES.
COOKING STOVES, SCALES.
PAINTS, OILS and VARNISH.
BICYCLES and TRICYCLES.
JUVENILE VELOCIPEDE HORSES and TRICYCLES.
BICYCLE WHEELS for JINRICKSHAS.
SODA WATER MACHINERY.
JEYE'S SANITARY COMPOUNDS.

Apply to W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 29th September, 1888. [11

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 1st October, 1888. 12

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

No. 2, Queen's Road Central. [607

Dr. Knorr's ANTIPYRINE.

(Protected by Royal Letters Patent.)

AN APPROVED REMEDY IN ALL CASES OF HEADACHE, MIGRAINE, SEA-SICKNESS, RHEUMATIC ATTACKS, NEURALGIA, HOOPING-COUGH, &c.

Dose—5 to 10 grains for Adults.

Sold by all Chemists in tins. Every tin bears the name of the inventor, Dr. KNORR.

The Public are requested to ask expressly for Dr. KNORR'S ANTIPYRINE.

SOLE MANUFACTURERS—FARBWERKE VORM. MEISTER, LUCIUS & BRUNING, HOECHST-ON-MAIN, GERMANY.

Sole Agents in Hongkong and China—JUSTUS LEMBKE & Co.

Hongkong 14th March, 1889. [330

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS. NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 48, Queen's Road Central. 604

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1881. [636

FOR SALE, WHOLESALE AND RETAIL.

WATERBURY WATCHES,

the Handiest, Cheapest, and Best Time-keepers invented.

$8 PRICE THREE DOLLARS EACH $8

REPAIRS NEVER EXCEED 50 CENTS for each Watch.

Orders from Outports to be accompanied with Remittance for Cost.

THE MITSUI BUSSAN KAISHIA, (Sole Agents in Japan and China for the Sale of the above Watches,) 10, QUEEN'S ROAD CENTRAL, Opposite Marine House.

Hongkong, 29th August, 1888. [813

A. G. GORDON & CO.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS: BOWRINGTON, EAST POINT.

OFFICE: CORNER OF PEDDER STREET AND PRAYA.

STEAM LAUNCH COMPANY, LIMITED.

Hongkong, 3rd September, 1888. [42

SCOTT'S EMULSION

OF PURE COD LIVER OIL

With Hypophosphites of Lime & Soda.

PALATABLE AS MILK.

The only preparation of COD LIVER OIL that can be taken readily and tolerated for a long time.

AS A REMEDY FOR CONSUMPTION, BRONCHITIS, SCROFULOUS AFFECTIONS, ANÆMIA, GENERAL DEBILITY, COUGHS AND THROAT AFFECTIONS, AND ALL WASTING DISEASES OF CHILDREN or ADULTS it is marvellous in its results.

Prescribed and endorsed by the best Physicians.

SOLD BY ALL CHEMISTS.

Agents for China and Hongkong, Messrs. A. S. WATSON & Co. (LIMITED).

Hongkong, 20th December, 1888.

Intimations.

NOTICE OF REMOVAL.

I HAVE this day REMOVED to my new premises at No. 25, CAINE ROAD, next door to the Japanese Consulate.

A. HAHN, Piano-tuner and Repairer.

Hongkong, 1st April, 1889. [407

MACAO ROTISSERIE, No. 2 & 4, RUA FORMOSA.

BEST BRANDS, WINES and SPIRITS, ENGLISH ALE and PORTER. TIFFIN and DINNER to order.

MISS C. PALMER, Proprietrix.

Macao, 8th April, 1889. [435

NOTICE TO MARINERS, No. 228.

CHINA SEA.

Winchow District.

ROCK OFF LOW CHIK-KOK.

NOTICE is hereby given that Captain FARROW, commanding the Chinese Revenue Steamer *Ling Fing*, reports the existence of a rock awash at low water spring tides, about 2¾ miles N.N.W. of Low Chik-kok, and about 2 miles distant from the southern extreme of Kinsing Island, off Shoal Bay.

The position is generally marked by a *red* buoy placed there by junkmen frequenting these waters. The rock is not marked on the latest edition of the British Admiralty Chart No. 1,719.

By Order of the Inspector General of Customs,

E. V. BRENAN, Acting Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 9th April, 1889. [469

"FOR THE BLOOD IS THE LIFE."

CLARKE'S WORLD-FAMED BLOOD MIXTURE

THE GREAT BLOOD PURIFIER AND RESTORER.

FOR cleansing and clearing the blood from all impurities. It cannot be too highly recommended.

For Scrofula, Scurvy, Skin and Blood Diseases, Eczema, and Sores of all kinds, it is a never-failing and permanent cure.

It Cures Old Sores.
Cures Ulcerated Sores on the Neck.
Cures Ulcerated Sore Legs.
Cures Blackheads, or Pimples on the Face.
Cures Scurvy Sores.
Cures Cancerous Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure matter. From whatever cause arising.

Clarke's Blood Mixture is the only real Specific for Gout and Rheumatic pains, for it removes the *cause* from the blood and bones.

As this mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS.

Clarke's Blook Mixture is sold in Bottles 2s. 9d. each, and in cases, containing six times the quantity, 11s.—sufficient to effect a permanent cure in the great majority of long standing cases, by all Chemists and Patent Medicine Vendors throughout the world. Proprietors, the Lincoln and Midland Counties Drug Company, Lincoln, England. Trade Mark—"Blood Mixture."

CAUTION.

Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations are sometimes palmed off by unprincipled vendors. The words "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp, and "Clarke's World-famed Blood Mixture," blown in the Bottle, without which none are genuine.

To be Let.

TO LET.

NO. 51, PEEL STREET.

Apply to EDWARD GEORGE, 5, Queen's Road.

Hongkong, 16th April, 1889. [474

TO LET.

ROOMS in "COLLEGE CHAMBERS."

Apply to DAVID SASSOON, SONS & Co.

Hongkong, 12th December, 1888. [13

TO BE LET, (WITH IMMEDIATE POSSESSION).

ONE LARGE GODOWN No. 23A, Praya Central under Victoria Hotel Premises.

Apply to DORABJEE & HINGKEE.

Hongkong, 30th March, 1889. [394

TO LET, WITH IMMEDIATE POSSESSION.

NOS. 1, 2 and 4, QUEEN'S GARDENS.

Apply to G. C. ANDERSON, 13, Praya Central.

Hongkong, 14th March, 1889. [129

TO BE LET.

A FIRST-FLOOR FLAT (Furnished or Unfurnished) in Blue Buildings for 6 months, from May 1st.

Apply to Messrs. HOLIDAY, WISE & Co., Ice House Lane.

Hongkong, 27th March, 1889. [387

TO LET.

AT the Peak, "LA HACIENDA" formerly occupied by Sir George Phillipps.

Apply to H. N. MODY, Victoria Buildings.

Hongkong, 12th December, 1888. [92

Printed and Published by ROBERT CAMPBELL, at No. 2, Lower Praya Central, Hongkong.